

States Code, permanent; to the Committee on the Judiciary.

By Mr. CRAPO (for himself and Mr. CRAIG):

S. 685. A bill to preserve the authority of States over water within their boundaries, to delegate to States the authority of Congress to regulate water, and for other purposes; to the Committee on the Judiciary.

By Mrs. BOXER (for herself, Mr. CHAFFEE, Mr. LAUTENBERG, Mr. REED, Mr. SCHUMER, and Mr. TORRICELLI):

S. 686. A bill to regulate interstate commerce by providing a Federal cause of action against firearms manufacturers, dealers, and importers for the harm resulting from gun violence; to the Committee on the Judiciary.

By Mr. HARKIN:

S. 687. A bill to direct the Secretary of Defense to eliminate the backlog in satisfying requests of former members of the Armed Forces for the issuance or replacement of military medals and decorations; to the Committee on Armed Services.

By Mr. HELMS:

S. 688. A bill to amend the Foreign Assistance Act of 1961 to reauthorize the Overseas Private Investment Corporation; from the Committee on Foreign Relations; placed on the calendar.

By Mr. GRASSLEY (for himself and Mr. GRAHAM):

S. 689. A bill to authorize appropriations for the United States Customs Service for fiscal years 2000 and 2001, and for other purposes; to the Committee on Finance.

By Mr. SARBANES (for himself, Mr. REID, Mr. MURKOWSKI, Mrs. BOXER, Mr. KENNEDY, Mr. MOYNIHAN, Mr. SCHUMER, Mr. KERRY, and Mrs. MURRAY):

S. 690. A bill to provide for mass transportation in national parks and related public lands; to the Committee on Energy and Natural Resources.

By Mr. ALLARD:

S. 691. A bill to terminate the authorities of the Overseas Private Investment Corporation; to the Committee on Foreign Relations.

By Mr. KYL (for himself and Mr. BRYAN):

S. 692. A bill to prohibit Internet gambling, and for other purposes; to the Committee on the Judiciary.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. TORRICELLI:

S. Res. 72. A resolution designating the month of May in 1999 and 2000 as "National ALS Awareness Month"; to the Committee on the Judiciary.

By Mr. DEWINE (for himself, Mr. COVERDELL, Mr. GRAHAM, and Mr. DODD):

S. Res. 73. A resolution congratulating the Government and the people of the Republic of El Salvador on successfully completing free and democratic elections on March 7, 1999; to the Committee on Foreign Relations.

By Mr. BIDEN (for himself, Mr. WARNER, Mr. LEVIN, Mr. BYRD, Mr. MCCONNELL, Mr. HAGEL, Mr. STEVENS, Mr. LAUTENBERG, Mr. LIEBERMAN, and Mr. ROBB):

S. Con. Res. 21. A concurrent resolution authorizing the President of the United States to conduct military air operations and missile strikes against the Federal Republic of Yugoslavia (Serbia and Montenegro); considered and agreed to.

By Mr. DODD (for himself and Mr. GRASSLEY):

S. Con. Res. 22. A concurrent resolution expressing the sense of the Congress with respect to promoting coverage of individuals under long-term care insurance; to the Committee on Finance.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mrs. FEINSTEIN (for herself, Mr. LEVIN, and Mr. BRYAN):

S. 678. A bill to establish certain safeguards for the protection of purchasers in the sale of motor vehicles that are salvage or have been damaged, to require certain safeguards concerning the handling of salvage and nonrebuildable vehicles, to support the flow of important vehicle information to the National Motor Vehicle Title Information System, and for other purposes; to the Committee on Commerce, Science, and Transportation.

SALVAGED AND DAMAGED MOTOR VEHICLE INFORMATION DISCLOSURE ACT

• Mrs. FEINSTEIN. Mr. President, today I am introducing legislation on behalf of myself and Senators LEVIN and BRYAN that will offer consumers protection against unknowingly purchasing a vehicle that has been rebuilt after sustaining substantial damage in an accident.

The sale of rebuilt vehicles that have been wrecked in accidents has become a major national problem. According to the National Association of Independent Insurers, about 2.5 million vehicles are involved in accidents so severe that they are declared a total loss. Yet, more than a million of these vehicles are rebuilt and put back on the road.

In a report to the state Legislature, the California Department of Consumer Affairs found, with respect to California alone "More than 700,000 structurally damaged and 150,000 salvaged vehicles are returned to streets and highways every year without a safety inspection, and they pose a potential hazard to all of California's twenty million unsuspecting motorists."

In many cases, "totaled" cars are sold at auction, refurbished to conceal prior damage, then resold to consumers without disclosure of the previous condition of the car. The structural integrity of these vehicles has been so severely weakened that the potential for serious injury in an accident is greatly increased.

In one case, a teenage who purchased a rebuilt wreck was rendered quadriplegic after an accident in which her vehicle rolled 360 degrees at about five miles an hour. The vehicle had been in a previous accident. It had been badly repaired and then resold without disclosure of its previous condition. The vehicle's roof was replaced after the first accident, but in the subsequent accident, the roof collapsed when the substandard welds failed.

In another incident, a mother purchased a Honda Prelude for her daughter's high school graduation. Although

only hail damage was reported at the time of sale, the car had actually been totaled in Texas and rebuilt in Arkansas. The repair shop acknowledged that they had spent only about \$3,000 on repairs, despite an insurance company's estimate of over \$10,000 worth of damage. The inadequate repair resulted in the collapse of the right front suspension inflicting a debilitating head injury on the driver.

In yet another case of fraud, Jimmy Dolan bought a used Toyota from a dealership in Clovis, California. The odometer had only 19,000 miles on it and he was told the car was like new and in original condition. In fact, that was untrue. The previous owner had been involved in a serious accident that required \$8,700 in repairs. After a series of problems with the car, the original owner took it back to the dealership and traded it in. The dealership then resold the car to Jimmy Dolan for almost \$14,000.

After only a minor accident, Mr. Dolan found out the truth about his car. He managed to trace the car back to the original owner who described the extent of the damage. Despite having full knowledge of the vehicle's history, the dealership refused to give Dolan a refund. Eventually, he had to file a civil lawsuit to recoup his losses.

These are just three cases in which serious physical and financial losses were inflicted on innocent victims who unknowingly purchased a vehicles that had sustained major damage.

The bill that I am introducing will address the problem of rebuilt wrecks by: providing nationwide written disclosure for every vehicle sale of previous salvage and major damage; providing widespread coverage for all vehicles including vehicles of any age or value, motor homes, pickups, and motorcycles; allowing states to maintain existing salvage laws; strengthening the Federal rebuilt vehicle database to promote instant access to vehicle accident histories for consumers, dealers, and law enforcement; requiring certification by a qualified repair facility of the proper repair of any salvage vehicle before it is returned to the road.

This bill has been endorsed by the Attorneys General of California, Connecticut, Iowa, and Michigan. In a letter of support, Attorneys General Blumenthal, Lockyer, and Miller state that this bill "has strong disclosure requirements that will put consumers on notice before they agree to buy a car concerning any prior collision or flood damage."

They also state "We especially appreciate that this bill tracks the Resolution adopted in 1994 by the National Association of Attorneys General. That Resolution calls for the strong national standards and remedies that are provided for in this bill."

Mr. President, I submit this letter for the RECORD.

This bill also has the support of a number of consumer advocates including: Center for Auto Safety, Consumer